



**ROCK HARD 4X4 JEEP WRANGLER JK 2/4P DOOR
2007P CURRENT REAR BUMPER WITH TIRE
CARRIER PART #: RHP 5001
Installation Manual**



(SPARE TIRE AND RECOVERY SHACKLES NOT INCLUDED)

PACKING LIST:

- 1 - REAR BUMPER
- 1 - TIRE CARRIER SWING
- 2 - 7/16" FLAT WASHER
- 2 - 7/16" LOCK WASHER
- 2 - 1/2" WING NUT
- 4 - 1/2" SAE FLAT WASHER
- 6 - 1 1/4 X .072 SHIM
- 2 - 1 1/4" X .4375 SPACERS
- 1 - NO. 10 X 1 1/2" SELF TAP
- 1 - GREASE FITTING 1/4" X 28
- 2 - 1/4" X 20 X 5/8" STD BUTTON HEAD
- 2 - 1/4" NYLOCK NUT
- 3 - 5/16" X 18 X 1 1/4" BOLTS
- 2 - 1/2" COLLARS
- 1 - STRIKER BOLT
- 1 - 2X2 PLASTIC CAP
- 1 - 7/16" STD NUT WITH WELDED TAB
- 3 - 1/2" X 20 WHEEL STUDS
- 1 - SMALL RUBBER BUMPER
- 1 - ALUMINUM ENDCAP
- 1 - ALUMINUM SPECIAL NUT
- 1 - LATCH
- 1 - LATCH HANDLE
- 1 - LATCH PLATE(3-HOLES)
- 1 - TAIL GATE GUARD SHORT W/END CAPS
- 2 - 1/2" X 1 1/4" HEX BOLT
- 2 - 1/2" LOCK WASHER
- 2 - 8MM X 45MM HEX BOLTS (TAILGATE GUARD BOLT)
- 2 - 7/16" X 3 3/4" GRADE 8 BOLT (JK REAR BUMPER IN THE CENTER)
- 1 - LARGE RUBBER BUMPER
- 1 - 5/16" X 1 1/2" SELF TAPPING SCREW
- 8 - 7/16 X 1 1/4 " HEX HEAD
- 8 - 7/16 LOC WASHERS
- 8 - 7/16 GRD 8 NUTS
- 8 - 7/16 GRD 8 SAE WASHER

- 1 - LOCK PIN ASSEMBLY (INSTALL IN SIDE TUBING)
- 1 - 1/2" STAINLESS PIN
- 1 - 1/8" X 3/4" SPRING PIN
- 1 - SPRING
- 1 - BRASS BUSHING
- 1 - BRASS BUSHING (INSTALL IN SIDE TUBING)
- 1 - 1/2" X 3" FULL THREAD TAP BOLT
- 2 - 1/2" SAE FLAT WASHER
- 1 - 1/2" NUT
- 2 - BEARINGS (INSTALLED)
- 2 - CONES (INSTALLED)
- 2 - SEALS (INSTALLED)
- 1 - PLASTIC SLIDE
- 2 - 1/4" X 20 X 1-1/2" SERRATED FLANGE BOLT
- 2 - 1/4" NYLOCK NUTS
- 1 - 5/16" X 18 X 2-1/2" HEX BOLT
- 1 - 1" X 1-1/2" SPACER
- 1 - SMALL RUBBER BUMPER
- 1 - RED CAP
- 1 - TAG FOR LATCH ADJUSTMENT
- 4 - 10X24X 3/4 WHIZ BOLT
- 4 - 10X24 KEPS NUT
- 1 - LIGHT COVERS
- 1 - 4 PLUG ADAPTOR COVER

REQUIRED TOOLS:

- 3/4" SOCKET AND DRIVER
- 3/4" WRENCH
- TORX T20
- TORX T47
- 13MM SOCKET
- 16MM SOCKET
- 16MM WRENCH
- 18MM WRENCH
- 1/2" WRENCH

Thank you for your purchase! Whether you bought this Rock Hard 4x4 product from one of our fantastic dealers or our factory direct team, we thank you for your business.

Rock Hard 4x4 is a family owned and operated business. We are headquartered in Saint Paul, Nebraska where we design, fabricate, and produce every single one of our products. Every single part we manufacture is 100% Made in the USA and exclusively in house by the Rock Hard 4x4 team.

We outsource zero processes.

To you, that means the product you are installing is the highest quality and longest lasting component on the market.

To us, that means you've selected a part we've spent years developing. Each Rock Hard 4x4 part has gone through more research and development and evolution than most people realize. While our parts may have the same striking look year after year, subtle revisions and refinements we implement maintain their status as the most durable and easy to install on the market.

REMOVING FACTORY REAR BUMPER AND TIRE CARRIER

1. Remove spare tire with $\frac{3}{4}$ " socket wrench.
2. Open tail gate and remove 4 Torx T20 screws on back of factory 3rd brake light mount.
3. Remove front and disconnect 3rd brake light connector.
4. Remove factory tire carrier using 13MM socket on 8 bolts. Once removed, reinstall all but upper 2 bolts.
5. Using 16MM socket, remove 4 bolts per side on factory bumper. You can access them all via the wheel wells. 4 of these bolts will be reused later.
6. Using a 16MM wrench to remove 2 bolts from rear bumper support bracket facing muffler, then remove 2 bolts on top of rear bumper support bracket above rear cross member. Bumper can now be removed.
7. Remove factory receiver hitch if equipped. Using a 18MM wrench on 4 bolts going through rear cross member.
8. Remove 3 bolts securing factory tow hook to frame (if equipped).

INSTALL ROCK HARD 4X4 REAR BUMPER AND TIRE CARRIER

1. Install striker and striker nut with welded tab with T47 Torx. **DO NOT tighten completely.**



(Striker nut installed)

2. Install two 7/16 X 3-3/4 bolts with lock washer and flat washer using 16MM wrench in center two holes of the frame, from muffler side of the frame with the threads out the back. If you enlarge these holes it will help with lining up bolts into bumper spacer.



3. Install bumper and start the 7/16 X 3³/₄" bolts first, before installing any other bolts. **DO NOT TIGHTEN AT THIS TIME.**
4. Install two of the four factory bolts and each side of the frame, through the bumper bracket using 16MM wrench; **DO NOT TIGHTEN AT THIS TIME.**
5. Install two—1/2" X 1-1/4" bolts with 1/2" flat washer and 1/2" lock washer on outside of frame, completely to the rear of the frame using 3/4" wrench. These are hidden by the end of the bumper.



6. Completely tighten the center bolts by the muffler, the four factory bolts (two factory bolts on each side) and the two $\frac{1}{2}$ " bolts on outside of frame (completely to the rear of the frame) in this order.

Move to Rear Bumper Swing Arm Post at This Time:

7. Install three shims on shaft. On top of shims, place 1-1/4" X .4375 long spacer. Place swing arm on 1 1/4" shaft. Be careful of the seal. Place second 1 1/4" x .4375 spacer on shaft inside of seal. Place extra shims on shaft just to store them. Place Large Aluminum Special Nut on shaft and tighten only to take up and down play out of swing arm.



8. Install Release Handle on latch with 2- $\frac{1}{4}$ " x $\frac{5}{8}$ " button head bolts and $\frac{1}{4}$ " nylock nuts. Use $\frac{1}{2}$ " or 13MM wrench to tighten 3 bolts that hold latch to latch plate.



9. Install latch in swing arm with release handle in slot. Use three 5/16" x 1 1/4" bolts and tapped plate for the nut. Install plate inside tubing.



10. Lift stainless lock pin to close swing. Check for proper operation. When swing is opened, the Lock pin should drop in hole into bumper at the same time as it hits the dead stop at full open.
11. Close swing on latch. This should center striker in the latch. Carefully release latch and tighten striker bolt. ***Recheck for binding and readjust if needed. Make sure latch is closing on second catch.*** It is a two-stage latch just like a car door.
12. Install grease fitting in side of hub.
13. Install 1/2" collars on high lift jack mounts. Install your jack and adjust collars to keep jack away from your powder

coating. Install ½” washers and wing nut. A few jacks have different hole spacing. Move the ½” bolt in slot to match your jacks’ hole spacing.



14. Install wheel stud in single hole at the bottom of tire mount. Start stud with hammer and drive in with long punch. Install tire and wheel nut. Pull stud into tire mount to seat the stud by tightening wheel nut. Put other two bolts in with punch and seat with wheel nuts. (Lug nuts not furnished)



15. Install all optional parts on swing, Can Mounts, Rock Rack, tire etc. according to the way you are going to use your bumper and tire carrier. Accessories sold separately.
16. Open swing and check where bottom of swing arm hits plastic rest. Swing should be below top of plastic by about 1/16” to 1/8”.



17. You want plastic rest to carry the weight not the bearings. It will rattle if not adjusted right. Take shims out or add shims at bottom of bearing to adjust.
18. Install round rubber bumper stop using 5/16" x 2-1/2" bolt. Close swing and make sure the latch is on second catch. A good hard push is required to close swing.



19. If latch rattles at striker pin you can add a washer behind round rubber bumper stop to tighten. Make sure latch locks on second step not first.
20. Fill hub completely with grease. Fill until the grease starts pushing seals out. Remove grease fitting and let pressure out. Push seals back in with large screwdriver. Grease your tire carrier swing hub after each rain, vehicle washing, or water crossing.

21. Install 1-1/4" X 11-3/8" tailgate guard tube using two 8mm X 1.25 X 45mm bolts on the upper two holes on the center of the tailgate. Install round rubber bumper with on swing tube so it matches the tubing on the tailgate in the center.



(unassembled guard tube)



(installed guard tube)

22. Shim or trim the rubber bumper. You want the rubber bumper to hit the tubing when there is about 1/4" to 3/8" from swing arm to round rubber bumper stop. (As in photo below.) You want substantial pressure on tailgate tubing.



23. Install aluminum end cap on swing tubing at latch handle. Make sure latch handle is in the center of slot and bend if needed. Use plastic or rubber hammer to drive in the end cap.